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SUBJECT	Transportation and Industrial Information on the Kolyma Area	DATE DISTR.	22 April 19525X1
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DATE ACQUIRED		This is UNEVALUATED Information	

SOURCE EVALUATIONS ARE DEFINITIVE. APPRAISAL OF CONTENT IS TENTATIVE.

1. There was a large, asphalted truck road from Magadan to Seymchan (N62-53, E152-26), which was open all year. The journey took 72 hours. 25X1
2. The distance from Seymchan to Kanon was 100 kilometers and took three hours by truck. The road from Seymchan to Lazo was open all year, but the road from Lazo to Kanon was usually closed from September to the end of May. The road was usually in bad condition and was just wide enough for two trucks to pass. Criminal prisoners worked continuously on the road to fill the holes. The road stopped at Kanon, and there was none to Staryy Kanon. 25X1
3. [redacted] a road and a railroad were planned from the Chukotak Peninsula to Magadan [redacted] 25X1
4. The NOGIN and the ALEKSANDR NEVSKIY were used to transport prisoners from Vanino to Magadan; the NOGIN held 6,000 prisoners. The trip took approximately nine days. The ILICH and the ASIYA served as passenger ships on the run from Nakhodka to Magadan.

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STATE	X	ARMY	X	NAVY	X	AIR	X	FBI		AEC								
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5. The plane trip from Seymchan to Magadan took one hour and 25 minutes.
6. Seymchan was the headquarters for supplying food, clothing, and machinery to the whole Kolyma area.
7. There was at least one cassiterite mine in Staryy Kanon, the working of which was to be intensified when the Lazo mine was exhausted.
8. Prisoners being sent to the Kolyma area in 1949 embarked for Magadan from Vanino. In 1950, prisoners entering the Kolyma area embarked from Nakhodka, and in 1953 prisoners leaving the area were sent back to Nakhodka. [redacted] Vanino had become a military town and [redacted] prisoners were no longer taken there.

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[redacted] Comment: Kanon is probably Bolshoy Kanon (W63-33, W151-25).

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